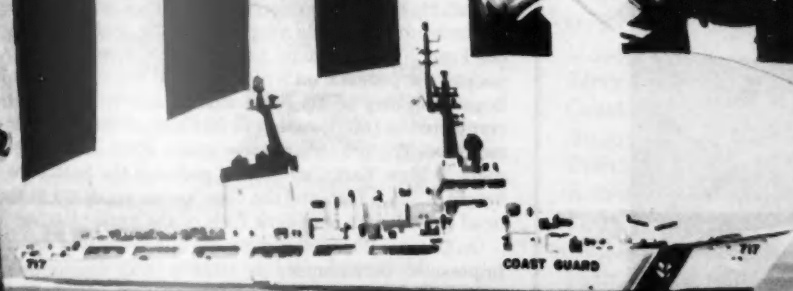


RIVER CURRENTS

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AUGUST
1790-1975

185TH
ANNIVERSARY



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Statue of Liberty Symbolizes

"... life, liberty, and the pursuit of happiness."

Millions upon millions of immigrants have crowded to the rail of the ship to catch a glimpse of the Statue of Liberty and to dream dreams of what they would find in their new homeland.

President John F. Kennedy in his book, "A Nation of Immigrants," wrote of what motivated the immigrants who flocked to our shores: "There were probably as many reasons for coming to America as there were people who came."

But in each instance the immigrants were "responding in their own way to the pledge of the Declaration of Independence, the promise of 'life, liberty and the pursuit of happiness.'"

Today, however, airlines have replaced the ships that once crossed the Atlantic and passengers hardly ever see the Lady as she stands at the entrance to New York harbor. The Statue of Liberty still raises her torch high, however.

In 1865 the French historian, Edouard de Laboulaye, proposed that a memorial be built to mark the alliance of France and the United States during the American Revolution. It was proposed as a joint undertaking by both countries and an Alsatian sculptor, Frederick Auguste Bartholdi, suggested that a colossal statue be constructed in New York Harbor as a memorial not only to the friendship but the common heritage of the two nations.

Bartholdi's idea was adopted in 1874, and it was agreed that the French people would finance the statue and the American people, the pedestal on which it would stand. In 1879 Bartholdi began working in his Paris studio, and when the statue was completed in 1884, it was 152 feet high, towering over the Paris roof tops. The next year it was taken apart and crated for shipment to New York City. On its pedestal the Statue of Liberty's height is 305.5 feet, and the observation platform in the figure's head provides an excellent view of the entire harbor area.

On October 28, 1886, the Statue of Liberty was dedicated with impressive ceremonies; in 1924 it was declared a national monument; and in 1965 Congress changed the name to Liberty Island.

The poem that Emma Lazarus wrote around the turn of the last century reflects what the Statue of Liberty National Monument has come to mean to the people of the nation and all who would come here:

"... Give me your tired, your poor,
 Your huddled masses yearning to breathe free,
 The wretched refuse of your teeming shore.
 Send these, the homeless, tempest-tost to me,
 I lift my lamp beside the golden door!"

OUR COVER 185 Years of Coast Guard Service is depicted in art work submitted by the Coast Guard Institute.

BACK COVER Former Lighthouse Service Tender and Coast Guard Cutter Wakerobin in Muscatine, Iowa.

How do you celebrate your 185th birthday? If you're a Coast Guardsman, it could be celebrated in many ways. For many units, it was business as usual since the Coast Guard's birthday fell on a Monday this year.

At MSO Pittsburgh, holiday routine was the order of the day, with a picnic held for the men and their families. Rain dampened the picnic and participants at 3:30, but a good time was had by all.

The personnel and their families of MSO Dubuque celebrated with a picnic and games at Eagle Point Park. The crew of the Wyaconda and the men of Depot Dubuque had their own picnic earlier, because the ship was pulling out.

In Nashville, several T.V. stations ran public service announcements wishing the Coast Guard a happy birthday. One station mistakenly wished the Coast Guard a happy 85th! A proclamation was signed by the mayor. All Nashville area personnel and their families were celebrating a picnic when the day's activities were interrupted by a Search and Rescue call. The men rushed to the scene only to find that it was a false alarm and would up assisting the local police in taking the pranksters into custody.

In Paducah things were quieter, with a picnic on the afternoon and evening of the 4th at Bob Noble Park.

Commander Simpson appeared on a talk show on channel 5 in Memphis, and spoke about the Coast Guard and its history. A picnic was held on Saturday August 2nd at Millington Naval Base for area Coast Guardsmen and their families with games for the kids and softball for the adults. A luncheon was held for MSO Memphis and representatives of the Auxiliary and Reserve at the Union Planters Executive Dining Room on August 4th.

In the Huntington area LCDR Zawadski spoke at the Rotary Club on the history of the Coast Guard and its missions in the Huntington area. Later in the afternoon local Coast Guardsmen and their families enjoyed a picnic at Rotary Park.

Seven new Coast Guardsmen were added to the Coast Guard family on Coast Guard Day in Louisville. After breakfast for the new recruits and their families, the group went to the Belle of Louisville, where Chief Anderson, the Reserve Station Keeper, swore in his twin sons, and Commander Eldridge swore in the other five men. In the afternoon a picnic was held for the Marine Safety Office, Bosdet Madison, the Recruiting Office, and reserves who participate in the Vessel Traffic System program. Coast Guard Day proclamations were signed by the Governor, the Mayor, and the County Judge.

In the Leavenworth area the day was celebrated with a picnic, and open house on the Scioto. Several newspaper releases in the Kansas City papers, radio and TV spots wished the Coast Guard a happy birthday, and Kansas City Recruiting swore in some new Coast Guardsmen.

Group Tennessee River held a picnic on Saturday the 2nd of August.

In Peoria, the Depot and the Sangamon celebrated on the 2nd with "a picnic, baseball and beer".

Depot Sewickley worked August 4th. The men of the depot and the Sycamore are planning a picnic for the 21st of August after the Sycamore comes out of the yards.

A picnic was held the 3rd of August in Cincinnati at River Shores Park for all the area Coast Guardsmen and their families, local Auxiliarists and retired Coast Guardsmen.

The St. Louis area stretched out its celebration over four days. On Saturday August 2nd a picnic was held for all area Coast Guardsmen, civilians and their families at Granite City Army Depot. Sunday the 4th a benefit softball game was held between the Coast Guard and disc jockeys from KSLQ, a local rock station.

Coast Guard Day 1975

By PA1 Chuck Kern

Over \$200 was collected to be given to the Muscular Dystrophy Foundation during the Jerry Lewis Telethon. Reports have it that the Coast Guard won the game 17-15. Monday August 4th it was business as usual at the District Office. Chief Carnahan of St. Louis Recruiting Office swore in five recruits in St. Louis Mayor Poelker's office. Tuesday evening August 5th over 200 Coast Guardsmen and their families were guests of the Baseball Cardinals for a game with the Pittsburgh Pirates. The color guard presented colors during the playing of the National Anthem with YN3 Lori Schrock appearing in the new proposed women's uniform. After an inning and a half of scoreless baseball the rains hit and the grounds keepers covered the field. The Coast Guardsmen watched bravely on as the Zamboni machines vacuumed the field and two hours later the game continued. At the top of the ninth inning the score was... Pirates 6-Cardinals 0 which disheartened almost all the spectators. One exception was SNYN Dale Brosky, a Pirates fan, who got rather enthusiastic about the outcome. At the end of the ninth inning very few were left to see the Cardinals avoid a shutout with a lone run around midnight.



The Coast Guard's motto "Always Ready" is an apt one indeed. What better phrase could symbolize the "Can Do" spirit of this unique humanitarian military service?

Many times over its long and distinguished history, the Coast Guard has suddenly been tasked with new and frustrating missions. Each time, regardless of the severe demands made upon its limited capabilities, the Service met the challenge head on and emerged victorious. As it is successful today in surmounting newly acquired duties, so the Coast Guard will no doubt be in triumphing over any future contingency. Truly, the men and women making up this Service throughout its existence have lived up to the motto of "Always Ready."

How, when, or why the Coast Guard decided to adopt this motto as its own is still a mystery. And, the origin of the phrase itself is equally unknown. It stretches back certainly to the days of the Romans in the Latinized form — *Semper Paratus*, most likely even to the earlier Greek civilization, and perhaps as far back as the Indo-European people whose language gave birth to many of today's languages, including English.

SEMPER PARATUS

The Coast Guard's Motto: *Semper Paratus*.
by Truman R. Strobridge

This phrase, in all probability, might well have been used by some of the classic personages we know so well from our history books, such as Pericles, Plato, Socrates, Aristotle, Caesar, Cicero, Plutarch, Tacitus, etc. And, these words do appear in the New Testament of the Bible, although in reverse order. In his first epistle (I Peter III:15), dated about A.D. 63, the fisherman turned apostolic writer alerted the scattered Christians in Asia Minor to "be ready always to give an answer to every man that asketh you a reason of the hope that is in you."

The first known use of the motto in the English language came in 1639. A book published that year contained the following proverb: "They that are booted are not always ready."

Interesting enough, President George Washington used words that almost duplicated the Coast Guard motto just three years after the Service was created. In an address to Congress on December 3, 1793, he warned that: "If we desire to secure peace, . . . it must be known that we are at all times ready for war."

The first known connection of this phrase with the Coast Guard came during the Civil War. An editorial in the November 26, 1864 issue of the *Army and Navy Journal* praising the achievements of the Revenue Cutter Service, as the Coast Guard was then known, contained the following prophetic sentence: "Keeping always under steam and ever ready, in the event of extraordinary need, to render valuable service, the cutters can be made to form a coast guard whose value it is impossible at the present time to estimate."

Whatever the reason, whether someone remembered this editorial or just felt that the phrase best fitted the spirit of the Service, when the Revenue Cutter Service finally got around to adopting an emblem, it contained the motto *Semper Paratus* on it. And, down through the years, this motto has persisted.

On June 7, 1910, President William Howard Taft ordered that "the distinguishing flag now used by vessels of the Revenue-Cutter Service be marked by the distinctive emblem of that service." Thus, the motto became part of the Service's Ensign, where it still resides to this day.

Just five years later, on January 28, 1915, Congress legislated the merger of the Revenue Cutter Service with the Lifesaving Service to create a new service called the Coast Guard. From its first day, however, the Coast Guard's official motto was *Semper Paratus*. And, these words remained on both of its newly modified emblem and ensign.

Thus, it seemed appropriate that, when the "inspiration came to" Captain Francis S. van Boskerck "one day during the winter of 1922," as he later recalled, "to write a song of the Coast Guard...I went below my cabin on the YAMACRAW and wrote the words to the song which I named 'Semper Paratus.'" As Captain van Boskerck explained it in an outpouring of his feelings to the editor and publisher of the *U. S. Coast Guard Magazine* just a few hours prior to his untimely death on November 26, 1927: "I call it SEMPER PARATUS and in it I have tried to pour forth all the glory, honor and tradition of the Coast Guard. It is an anthem of Coast Guard lore and history." His faith and devotion in his Service proved justified, for in the years to come, his song would finally achieve its rightful place, being officially accepted by the Coast Guard as its very own.

Just as appropriate was the placing of the motto in big bold letters on the Coast Guard Flag upon its adoption by the Service. And, when President Dwight D. Eisenhower signed Executive Order 10707 on May 6, 1957, establishing an Official Coast Guard Seal, these same words appeared on it.

About the only setback for the motto came on January 16, 1967. General Order No. 7 (revised) of that date changed the design of the Coast Guard Emblem so that the words *Semper Paratus* were deleted from it.

Today, the words of the Coast Guard motto still proudly proclaim its existence through four very prominent and important symbols of the Service: Ensign, Flag, Seal, and Song. And, the words of the motto drop from the lips of Coast Guardsmen as easily as they did from those of the ancient Romans thousands of years ago.



a to n changes on lower mississippi

By PA1 Dale Puckett

ST. LOUIS, MO. — Two moves designed to improve service to river users on the Lower Mississippi River between here and Baton Rouge, La., have been announced by Rear Admiral G. H. Patrick Bursley, Commander of the Second Coast Guard District.

The first change will allow the Coast Guard to increase the operational time of four river buoy tenders by 33 per cent. The latter will place updated channel reports in the hands of river pilots much faster.

Four tenders will be relocated and four new administrative units will be formed to make the plan work. Personnel strength in the area will be increased by 12 and maintenance costs will increase \$50,000 per year because of the longer underway time.

"The Cutter Forsythia will be homeported at Sallisaw, Okla., in place of the Cutter Patoka which will move to Greenville, Miss.," Rear Admiral Bursley said. The buoy tender Kickapoo which has been homeported at Pine Bluff, Ark., will move to Vicksburg, Miss. It will be replaced by the Dogwood.

"The newer 75-foot vessels are being moved to the Lower Mississippi River because the older tenders would not be able to tolerate the increased underway time required. They will be used instead on the more stable Arkansas Waterway which is composed of a number of lakes formed by dams.

"Also, the smaller vessels will be able to maneuver better than the ships they replace on the open, freely flowing waters of the Mississippi," the district commander said.

The service calls the process augmentation. It has been tested and proven successful during several years of operation on the 752 mile long Missouri River navigation system.

Each of the four tenders will now have a crew of 19 men. Initially they had only 12.

Under the new plan, part of the crew works ashore while the vessel is underway on an aids to navigation patrol. The crew ashore is rotated with the one aboard ship.

The four tenders which patrol the 500 miles of river between Memphis and Baton Rouge will now be able to operate on a five day out, five day in basis. Formerly, they were out five days and in port for about seven or eight days.

One important aspect of the planning is the reduction of the work week of the crewmen who man the tenders. "The men will now be working seven 12-hours days per week while they are on patrol," said Commander John F. Otranto, Chief, Aids to Navigation Branch for the district.

"Before, the crewmen were manning the vessels during patrols and then coming home to perform maintenance and stand long watches while the ship was in port. Their work week before these changes was adding up to 106 hours per week and you just can't expect men to work those hours," Cdr Otranto said.

The new administrative units will be known as ANFAC's (Aids to Navigation Facility). They will be located at Natchez, Vicksburg, Greenville and Memphis, the homeports of the four augmented vessels.

None of the communities involved will lose any Coast Guard personnel," RADM Bursley said. "In fact; the four communities which gain ANFAC's will gain approximately three families each."

The moves will begin about September 1 and should be complete by the end of the month. This time will be necessary to relocate the 35 families that will be moved with the change.

"Most of the crewmen on the river tenders will remain in the present communities. Only key personnel were relocated in an attempt to both alleviate hardship to crewmen and to save the government money," RADM Bursley said.

CHANNEL REPORTS DISTRIBUTED FASTER TOO

The new distribution method for the service's Lower Mississippi River channel reports will place the information in the hands of towboat captains and pilots less than 24 hours after it is prepared by the river tender crews.

"A year ago it took as long as 10 days to get this information to the commercial towing vessels," Cdr Otranto said. "In January we started using bus transportation and were able to place the reports at boat stores which serve the towboats in midstream three to four days after it was collected."

At any given moment up to 50 tows may be underway between Baton Rouge and St. Louis. This means that over a hundred people need this information continuously. Over 100 million tons of cargo is moved on the Lower Mississippi River each year.

The updated channel reports are vital to the individual master and pilot on the huge towboats. The new pilots as well as the more experienced masters use the channel reports often.

To accomplish the improved service the Coast Guard is establishing a centralized preparation point within its Group Office at Memphis and adding a magnetic tape driven typewriter and a telecopier system to its equipment inventory.

"The tape driven typewriter will store all of the routine information in the channel reports in a manner similar to a computer. Because of this we will only have to type in the new information each time we issue a report," Cdr Otranto said. "As soon as a page is prepared the operator will place it on a telecopier to St. Louis and Vicksburg.

"The telecopier receivers will be equipped to cut a stencil while the report is being received. The operator will be able to place the stencil directly on a reproduction machine which can reproduce 180 copies per minute.

"The net effect of the new equipment and techniques will be to reduce the typing and printing time on the channel reports from two days to less than an hour," Cdr Otranto said.

As soon as the channel reports are printed they will be delivered to boat stores in Vicksburg and Memphis and to Lock and Dam 27 at Granite City, Ill., in St. Louis Harbor. At the same time they will be sent by bus from Memphis to Cairo and from Vicksburg to Baton Rouge.

These five cities have two to three boat stores which service commercial mariners in midstream. Towing companies and other persons who receive the reports by mail will receive them directly from the central Memphis location.

The Coast Guard uses seven vessels to gather the information for the reporting system. At the end of each aids to navigation patrol they issue a report. With the augmentation of the four vessels between Memphis and Baton Rouge each river tender will be publishing a report approximately every ten days.

"The entire thrust of the changes is to provide more effective aids to navigation and marine information to mariners using the Western Rivers," RADM Bursley said. "At the same time the improvements will result in an annual savings of about \$10,000 in printing costs alone."

Military Salute Stems from Ancient Custom

The military hand salute, a custom so ancient that no one knows its origin, is theorized to have developed from the custom of raising the right hand, palm forward, to show that it held no weapon.

The modern hand salute evidently originated in medieval times when full armor was worn. When one knight met another on a friendly basis, he uncovered his head or at least his face before speaking. By the sixteenth century this salute had become an elaborate courtesy.

Whenever two gentlemen met, the junior would remove his hat with a sweeping gesture and bow from the waist. The senior would respond in like fashion.

In the eighteenth century the business was simplified. A gentleman only tipped his hat and nodded in passing. Civilian men still tip their hats to ladies.

The custom of raising the hat in salute was followed by soldiers

in the seventeenth and eighteenth centuries with officers saluting each other the same as gentlemen in civil life. Non-commissioned officers and privates were expected to remove their headgear before addressing an officer. This practice was discontinued in 1745 as it soiled the hat and shortened its useful life. The new standard became clapping the hand to the hat, and bowing as the soldier passed an officer.

The coming of the cumbersome tar bucket and bearskin shakoes in the nineteenth century caused the practice of saluting with the hand-hat clap to become general. In 1825, United States Army regulations required the hand salute.

Non-commissioned officers and enlisted men saluted the same way if in uniform, otherwise they had to take off their hats or "police caps" and hold them down by their right side until the officer passed.

During the nineteenth century the military salute developed along national lines. For example, British soldiers salute with the palm forward and Americans salute with it down.

Objections to the hand salute in all forms are not new.

Frederick Douglass, the great nineteenth century orator and anti-slavery crusader associated the civilian form of the salute with class distinction. As he put it, "The slave pulls off his hat, the poor man touches his, and the slave master is thus taught by common consent to regard himself as belonging to a privileged class." Thus, the phrase "hat in hand" has come down to us as a way of saying "in a servile manner."

Today, the civilian form of the salute has virtually disappeared. Originally developed as a greeting between gentlemen who were more or less equals, the salute is truly a military custom today.



S.E.A. ON TV

BCM David Miller, the Second District's Senior Enlisted Advisor, was the guest of moderator Chris Moore and KETC TV for a taping of a segment of their new series "The World of Work". With the chief and Mr. Moore were two high school students who made up the panel for the show. After the showing of a short film about the Coast Guard, the panel asked the chief questions concerning a career in the Coast Guard.

The series will be telecast on Channel 9 in St. Louis, and also on educational television stations in Kansas City and Springfield, Missouri. The programs will be used in High School classrooms as part of their career guidance classes.



THE NAMING OF BUOY TENDERS

and related trivia

By Stan Thoroughman
Chief Bridge Branch

Nineteen thirty nine was the year that Hitler overran Poland; the United States was trying to stay neutral; doves and hawks argued incessantly in saloons across the nation; FDR was in his second term in the White House, riding on the success of such programs as the AAA, the CCC, the NRA and the TVA. It wasn't a bad year in the United States, after some just past. A black year for Europe and a blacker year for the world than we realized at the time.

Things were looking up a bit in the Coast Guard. There were fewer patched dungarees, the warrant officers were back in the fold after a tour in the CCC camps, war was being talked in the focsle and the start of neutrality patrols added fuel to the focsle sessions — any new subject was welcome after listening to our hash-marked shipmates spin well-worn yarns about rum patrols and the good old days on the four-stackers. Neutrality patrols! Wow! After interminable months of laying at the dock keepin' her white and bright, the excitement of chasing ships and identifying them was like another payday. Man, this is what we enlisted for! This was coast guarding!

As if that wasn't enough scuttlebutt for one year, a new rumor started. We were going to "take over" the Lighthouse Service. The WHAT? You mean those black-hulled...? Yep, that's it. And we did too. Sure enough. Our Commandant, Admiral Waesche, suddenly found himself Admiral of a botanical fleet. We who took pride in the salty sound of such names as Acushnet, Algonquin, Chelan and Champlain; Saranac, Seneca, Tampa and Taney, now found it hard to believe that we were going to integrate into the fleet such names as Acacia, Lilac, Magnolia and Violet. Consider: In those days you wore the name of your ship on the band of your flat hat. 'Most always with pride. A hashmarked bosuns mate sauntering into a saloon in Norfolk with USCGC Northwind on his hat was one thing but with USCGC Violet was quite another. Fortunately there was no USLHS PANSY.

But it wasn't just names to get used to. It was a whole new way of life for some of us. As the Commandant found himself wrestling with the problems of running the U.S. Lighthouse Service while wrestling with the problems of neutrality and preparedness, this writer found himself wrestling with a couple miles of underwater cable as big as your arm, much blacker and much dirtier. It came as a shock.

Gone the pressed tailor-made dungarees, shines shoes, and Bob Evans white hat that was de rigueur for the cutterman; gone the leisurely afternoons of knotting and splicing; gone the rope yarn Sundays; gone the halcyon days. We were in the aid to navigation business, by golly. And it really wasn't bad, once we got used to it. Gone, too, fortunately, were the hat bands with ships' names. The new hat bands just said "U.S. Coast Guard" so it was no big deal ashore. In reply to the oft-asked question, "What ship, sailor? you didn't *have* to sing out; you could always mumble in your beer.

In the Second Coast Guard District, then the St. Louis District, there were three lighthouse tenders: WAKEROBIN worked the Mississippi north out of St. Louis; WILLOW worked the Mississippi south out of St. Louis, and GREENBRIER worked the Ohio and tributaries. Period. Not bad names, as names of ships go. Then the Coast Guard, in the next few years built POPLAR and GOLDENROD, DOGWOOD, FORSYTHIA and SYCAMORE, and acquired COTTONWOOD and AZALEA from the Corps of Engineers. FERN, LANTANA and OLEANDER came along in that era too and until the SUMAC came out in 1944, that was the fleet. Except for a couple of numbered 52-foot buoy boats. FOXGLOVE came along right after the war, about 1946. All common botanical names in the midwest.

By sheer coincidence, some of these tenders operated in regions where their namesake was quite common. Or, at least, with a bit of imagination we could believe that. FORSYTHIA, for example, operated in the upper Ohio River for years. Sewickley was her first home port. The writer liked to believe that the ship was well located — that she belonged there because the upper Ohio abounds in forsythia each spring. At least that's when one notices it. The mention of forsythia brings the village of New Matamoras, Ohio to mind. It's a pretty little town that adds to the scenic beauty of that reach of the Ohio River. We had a light there; it was in Mrs. Lucy Lippincott's back yard; Mrs. Lippincott was the lamplighter. She was very particular about that light. We painted it and gave it a general going-over about once a year — under her supervision. Anyway, New Matamoras comes to mind when the subject

turns to forsythia — or FORSYTHIA. The forsythia was particularly beautiful around New Matamoras every spring.

We couldn't leave New Matamoras without remembering this story: One summer morning, very early, FORSYTHIA nosed in to the bank at New Matamoras to clear some trees that were obstructing the upstream view of Mrs. Lippincott's light. While the tree cutting was in progress the Captain went below for breakfast and returned to the pilot house just in time to see a beautiful lombardy poplar fall to the axe of an overzealous seaman, as an irate property owner came running down the river bank. What a way to start the day! But that's another story.

The building of the sixty-five foot and seventy-five foot river tenders made a lot of sense as did naming them after rivers. But do you know the rivers? Well, here's where they are.

The CHENA river flows into the Tanana river about 6 miles from Fairbanks, Alaska, believe it or not. The Tanana is a tributary of the Yukon.

The CHEYENNE, a well known western river, flows out of west central South Dakota and joins the Missouri River in what is now Oahe Reservoir, not far above the capitol city of Pierre, South Dakota. If you're ever flying westward over South Dakota, like from Chicago to Seattle; or northward, like from Omaha to Bismarck, North Dakota, you'll see, on a clear day, the city of Pierre at the foot of the tremendous Oahe Reservoir. The first arm of the reservoir that you see reaching westward, a short distance above Pierre, is the Cheyenne River.

The CHIPPEWA flows out of central Wisconsin, through the bustling city of Eau Claire, and into the Mississippi at the foot of Lake Pepin or a short distance above Wabasha, Minnesota.

The CIMMARRON — ah, the Cimmaron, celebrated in western song and story. It's quite a river. It rises in New Mexico, flows across southwest Kansas and into Oklahoma for a distance of about 600 miles, entering the Arkansas River a short distance above Tulsa. If you ever visit Keystone Reservoir, the Cimarron is that big arm of the reservoir that takes off southwestward a short distance above Keystone Dam.

GASCONADE River, right here in Missouri, comes out of the Ozark plateau and flows northerly into the Missouri River at Gasconade, Missouri.

The KANAWHA — historically known as the Great Kanawha — is that West Virginia river that is formed by the New and Gauley Rivers about 30 miles above the capitol city of Charleston. It flows about 90 miles northward and empties into the Ohio River at Point Pleasant, West Virginia. The reason that they make a point of identifying it as the *Great Kanawha* is that there's another, the *Little Kanawha*, also in West Virginia, which flows into the Ohio River at Parkersburg, West Virginia.

The KICKAPOO is another Wisconsin river. It rises in Monroe County and flows southward into the Wisconsin River which flows into the Mississippi just below Prairie du Chien, Wisconsin. A good way to describe the location of the Kickapoo is that it parallels the Mississippi River from La Crosse to Prairie du Chien.

The MUSKINGUM is formed by the confluence of the Tuscarawas and Walhonding Rivers in Coshocton County, Ohio. It flows southward for about 120 miles, through Zanesville, and empties into the Ohio River at Marietta, Ohio.

The OBION is a west Tennessee river. It flows out of Obion County southwesterly into the Forked Deer River which flows into the Mississippi River at about mile 820, at Hales Point. Now if you want to say that it's the other way 'round; that the Forked Deer flows into the Obion which flows into the Mississippi at Hales Point, it's alright. In any event, they run together about three miles from, and together they flow into, the Mississippi.

The OSAGE is another Missouri river. It is formed by the junction of the Marais des Cygnes and Little Osage Rivers in west central Missouri. It is about 360 miles long, flowing into the Missouri River just east of Jefferson City, Missouri. Bagnell Dam was constructed across the Osage about 1931 creating the Lake of the Ozarks.

Now the OUACHITA is a southern river. It comes out of the Ouachita Mountains in western Arkansas about 20 or 30 miles from the Oklahoma border. It flows easterly to Hot Springs, then southeasterly down into Louisiana and joins with the Tensas (pronounced Ten-saw) to form the Black River. The Black flows into the Red which flows into the Mississippi about 304 miles above the head of passes. It can be argued that the Red flows into the Atchafalaya but originally it flowed directly into the Mississippi.

The PATOKA is a river about 90 miles long in southwestern Indiana. It flows into the Wabash at about Mt. Carmel, Illinois and the Wabash, forming the state boundary between Illinois and Indiana, flows into the Ohio at Wabash Island, or a short distance below Uniontown Lock and Dam.

The SANGAMON, one of the truly historic rivers in Illinois, meanders across the state for about 225 miles, starting southeast of Bloomington, continuing southward through Decatur, westward through Springfield, and then sort of northwestward to empty into the Illinois River at Mile 98, ten miles above Beardstown.

The SCIOTO rises in Auglaize County in western Ohio, a little southeast of Lima, meanders eastward to the vicinity of Marion and then turns abruptly south passing through Columbus and on south to empty into the Ohio River at Portsmouth, Ohio. It's about 237 miles long.

The WYACONDA River is a short river that rises in southeast Iowa, flows across the northeast corner of Missouri and into the Mississippi about 157 miles above St. Louis, a couple of miles below Canton, Missouri,

So, all but the Chena are rivers within the Second Coast Guard District. And I wouldn't be surprised to find some obscure Chena River in the midwest.

This wouldn't be complete without mention of the first Coast Guard Cutter to be stationed in the midwest — the KANKAKEE. She was a sternwheel steamboat stationed at Evansville, Indiana. Not a buoy tender, mind you, but a cutter with what we would now call a search and rescue mission. She was pre-1939; as a matter of fact she was decommissioned about 1937. Anyway, she bore the name of the Kankakee River which rises in northern Indiana, flows about 225 miles southwesterly and westerly into Illinois, finally joining the Des Plaines River just above Dresden Island Lock to form the Illinois River. A few years ago, when the seventy-five foot class was abuilding, we fired off a suggestion to the Commandant to name one of them Kankakee; for the river, of course, but also to recognize and perpetuate the name of that first cutter. Obviously the Commandant didn't go for it. We learned that the reason was that the Navy had a ship in commission bearing the same name — a tanker or fleet oiler, seems like. Well, we can't win 'em all. After all, we do have the SANGAMON representing the rivers of Illinois and stationed in Sangamon country at that.

COAST GUARD FACTS

Established August 4, 1790, the United States Coast Guard is our nation's oldest, continuous, sea going armed force.

The Coast Guard operated under the Treasury Department from 1790 until it became a part of the Department of Transportation April 1, 1967.

Entrance to the Coast Guard Academy is based solely on the results of nationwide competitive examination.

The Coast Guard Cutter Jefferson made the first naval capture in the War Of 1812.

The Coast Guard Cutter Harriet Lane fired the first naval shot in the Civil War and participated in the first Union victory.

Three Coast Guardsmen from Kill Devil Lifeboat Station assisted the Wright Brothers on their first flight at Kitty Hawk.

The Coast Guard's aids to navigation mission dates back to the first lighthouse in America. Boston Light.

The Coast Guard Cutter Lincoln was the first American ship to reach Alaska after it's purchase in 1867.

The Coast Guard's Bering Sea patrol was begun in 1911 to prevent the extinction of the fur seal herds in Alaskan waters.

The Coast Guard's Marine Safety responsibilities include inspection and certification of commercial vessels, and licensing and certification of officers and crews.

More than 13,500 water pollution incidents were reported to the Coast Guard during 1974.

More than 442,000 persons attended Coast Guard Auxiliary classes in boating safety in 1974, and more than 225,000 boats were given courtesy exams for safety equipment at the owners request.

The Coast Guard's role in consumer safety has led to active recall campaigns involving recreational boats and safety equipment.

The Coast Guard regulates construction or modification of bridges over navigable waterways.

Have You Broken The Law Lately?

Most states have unusual laws still on the books which seem silly nowadays, but at one time must have had some meaning. Probably all of us at one time or another have broken one or more of them without even knowing it. This listing was submitted by SS2 Wallace Jurkiewicz formerly of LaMoure Omega Station.

In Kansas an old law states that one must not eat snakes on Sunday or rattlesnake meat in public.

An Asotin County, Washington Ordinance decrees that all restaurant menus must be written in the "American" language.

In Oklahoma you cannot take a bite of another person's hamburger. A Birmingham, Alabama ordinance rules it unlawful for a restaurant operator to sweep the floor.

A citizen may not carry a lunch pail on the public streets in Riverside, California.

In Green, New York you cannot eat peanuts and walk backwards on the sidewalks while a concert is on.

During wartime, a New York court ruled that "the defendant will be restrained from selling pickles but not from serving them with meals as a substitute for butter."

In Houston, Texas the law stipulates that you cannot buy rye bread, goose liver or Limburger cheese on Sunday, and if you do, you cannot take it out.

In New Jersey a person can be arrested for slurping soup in a public restaurant. In Ocean City, New Jersey it is against the law to sell cabbage on Sunday.

Wisconsin passed an ordinance making it compulsory for all boarding houses, clubs, hotels and restaurants to serve free, with every meal sold at 25c or more, not less than 2/3 of an ounce of their famous cheese.

A Lynn, Massachusetts ordinance states babies may not be given coffee to drink.

In the state of Massachusetts it is against the law to eat peanuts in church or to use tomatoes in making clam chowder.

Kansas state law forbids one to serve ice cream or cherry pie on the sabbath.

In Winona Lake, Indiana it is illegal to eat ice cream at a counter on Sunday.

In Evansville, Indiana it is against the law to sell hamburgers on Sunday.

It is against the law for Nebraska tavern owners to sell beer unless they have a kettle of soup brewing.

In Topeka it is illegal for a waiter to serve wine in a tea cup — probably a holdover from Prohibition days.

According to an old Detroit law, banana peels are not to be thrown in the streets for fear of injury to horses.

In Connecticut, pickles which, when dropped twelve inches, collapse in their own juice are illegal. They must remain whole and even bounce.

In Waterloo, Nebraska barbers are forbidden to eat onions between seven A.M. and seven P.M.

In Gary, Indiana it is against the law to ride any street car or attend any theatre within four hours after eating garlic.

In Corvallis, Oregon young ladies are not allowed to drink coffee after six o'clock in the evening.

It is illegal to sell corn flakes on Sunday in Columbus, Ohio.

In Lehigh, Nebraska it is against the law to sell doughnut holes.

Cream puffs were once declared against the pure food laws in Marion, Ohio.

In Richmond, Virginia it is illegal to match coins in public restaurants to see who pays for the coffee.

Lexington, Kentucky has an unusual ordinance forbidding anyone to carry an ice cream cone in his pocket.

It is illegal to sell buttermilk on the Sabbath in Springfield Missouri.

In North Dakota it is unlawful to serve pretzels with beer.

In Baltimore, Maryland "only pure, unadulterated, unsophisticated and wholesome milk may be sold."

WHAT'S GOING ON?

Captain Fred McCandless of Paducah, a retired riverboat captain, died August 16th at the age of 95. Capt. McCandless of 2816 Clark St. was a native of Livingston County and was well known for his colorful career on the river.

As a boy he helped man the steam ferry Jesse Wilson, as it carried travelers and wagons across the Ohio River from Livingston County to Golconda, Illinois.

He saw the great steam boats flourish and die. He himself had part in both their flourishing and their dying. His boyhood ambition to construct and operate his own boats became a reality, but disasters of ice and fire destroyed his boats at about the time the steamboats were passing into history. He saw the treacherous, capricious rivers of his youth tamed by dams and locks and harnessed for quantities of cargo which were undreamed of in steamboating's greatest days. Throughout his life he maintained his intimate love affair with the river. His ferry work was begun at the age of 14. His last trip was just 11 years ago when he served for a week as a mate on the Belle of Louisville, an excursion steamer, when he was 85! Count it up, that's 71 years.

In World War II he found a way to put his vast knowledge of the river to the service of his country. He enlisted in the Coast Guard at the age of 62, piloted LST's downriver from remote boat yards to New Orleans. Before he retired at the end of the war he was 66 and had brought down 106 vessels. He achieved the rank of Lieutenant Commander during the war. He thought of himself as the oldest veteran of World War II and he may have been.

He retained his keen interest in the river, it's people and it's history, and when he died one of our last living connections with unique history was severed.

YN3 Lori Schrock and SN Mamie Edmond will be traveling to New Orleans on the 30th of September to attend the female uniform seminar. Lori and Mamie have been wearing the proposed women's uniform during the test period and their comments and the comments of other women wearing the uniforms will be analyzed during the one day seminar.

MSO Louisville sent a boat to the scene of a collision between a towing vessel and a pleasure craft on July 9. One person was rescued by the towing vessel. The Coast Guard 17 footer assisted in the search for the other passenger. The small boat's operator's body was picked up by a towboat the next day.

A sixteen year old Pittsburgh youth lost his life while water skiing July 20th. Men of Coast Guard DEPOT SEWICKLEY found his body the next day. He had apparently been wearing no personal flotation device at the time of the accident.

On the 25th of July MSO HUNTINGTON received a call that the towboat Lillian G. was on fire. The crew abandoned the burning vessel. Personnel from MSO Huntington utilized a 17 footer to secure the burning towboat to the bank, and assisted the Huntington Fire Department in extinguishing the fire. No injuries resulted from the incident.



BEHOLD THE VICTORS of the Ninth Naval District Softball Championships. The team is pictured with Captain H. H. Bowers, commanding officer of the Naval Air Station at Detroit which hosted the championship tournament. It seems as if the team could force victory in their battle to the top... the newer uniforms have COAST GUARD printed in bolder letters than the older ones. Tom Wrosch the team's coach holds the team trophy on the right side of the group. Gordie Franz holds the most valuable player trophy in the front row.

NAVY LEAGUE AWARDS DEADLINE SET. Each year the Navy League honors the outstanding Coast Guard officer and enlisted man at the League's annual national convention. The next convention is scheduled for 18 to 22 May 1976. Information about the awards are contained in Chapter 4, Coast Guard Public Affairs Manual. All recommendations for these awards must be received at Headquarters by 1 March 1976.

COAST GUARD IDENTITY PROBLEM
CONTINUES. Coast Guardsmen have always been mistaken for every thing but Coast Guardsmen. When we wore the bell bottom trousers and jumpers, the only distinguishing difference was the small shield on our right sleeve to set us apart from the Navy. The Coast Guard adopted the flat hat with the Coast Guard's name proudly printed on the hat ribbon, but the average civilian still had trouble recognizing a Coast Guardsman. Even the new Coast Guard Blue uniform confuses people. SS1 Elliott was asked to carry baggage at an airport when in full uniform. On an Air Force Base an enlisted man is mistaken for an officer because of the collar devices and lack of rate on his sleeve. YN3 Lori Schrock who has been wearing the proposed women's uniform says she has been asked if she were a policewoman or a bus driver. Recently a Coast Guard Petty Officer was walking downtown in St. Louis. He stopped at a traffic light alongside an older woman doing her shopping. She looked over at the Coast Guardsman and asked if there were a parade that day. When he told her he didn't think so, she said, "Oh, that's a shame. I just love to see the "Veterans" march and I think you folks in the American Legion are wonderful."

You're in good company. What do you have in common with these people? Sid Ceasar, Victor Mature, Jack Dempsey, Arnold Palmer, Nick Adams, Rudy Vallee, Buddy Ebsen, Caesar Romero, and Gower Champion. They were all Coast Guardsmen.

In Changes of Command last month and this month, BMCM F.H. Rogers Jr. relieved BMCM E.A. Huff on board the CGC KICKAPOO. Commander George M. Heinrich was relieved by LCDR Charles B. Pitcock as Commanding Officer of MSO PITTSBURGH. LT. Harvey J. Langholtz assumed duties as Commander GROUP OHIO RIVER.

Captain Otto Graham, Director of Athletics at the Coast Guard Academy is expected to be the featured speaker at the 1976 Brass Hats Ball in Cincinnati, Ohio this February. The event will be held at the Beverly Hills Supper Club in Alexandria, Kentucky on February 14, 1976. CWO 4 A.E. Radin, the Coast Guard Representative to the Cincinnati Chapter of the ROA has more information for anyone wishing to attend. Write him at 1320 Waycross Road, Cincinnati, Ohio 45240 or phone 513-825-3941.

John Hughes recently was named the winner of Tazewell Toastmasters Club 2702 elimination contest which determined the club member who will participate in the second annual Marigold Speech Invitational to be held Thursday, Aug. 21, in Pekin's Holiday Inn. Hughes, a Boatswain's Mate First Class who is stationed in Pekin as a Coast Guard Recruiter, won a recent elimination contest held by Club 2702 and will represent the club in the Invitational. He has served in the Coast Guard since 1962. He and his wife Betty and their four children reside at 521 Ann Eliza street in Pekin. The family is active in the Nazarene Church of Pekin and Hughes works with Scout Troop 95 of that church. He has been a member of Tazewell Toastmasters since November 1973.

The annual invitational speech contest was inaugurated in 1974, during the August Marigold Festival, in commemoration of Pekin's late Senator Everett McKinley Dirksen. Senator Dirksen's powers of oratory were unequaled in modern times, and it is this speaking excellence that is the goal of all Toastmasters.

The two trophies for this contest, were named for the Senator and for the Marigold which he attempted to make our national flower. First place is the "Everett M. Dirksen Memorial Oratory Award," the second place is "The Marigold Speech Invitational Award." Under the contest rules, all speeches must be of a patriotic nature, in keeping with Senator Dirksen's career as statesman, orator and confidante of presidents. This year's theme is "Freedom" as it meant at any time thru our country's 200 year history, and each speaker will base his speech on that theme.

The five Area III Clubs are invited to participate. They are: Caterpillar Club 79 and Pimiteoui Club 2068, both of Peoria, Lincoln-Douglas Club 1196 of Canton, Hard Knox Club 1454 of Galesburgh, and Tazewell Club 2702 of Pekin.

It is hoped that Mrs. E. M. Dirksen will once again attend to present the awards to the winning contestants. Mayor and Mrs. Whitehead of Winterville, Ga.: Senator Dirksen's brother, Tom; the Marigold Festival Queen and her escort; and numerous other dignitaries are expected to attend.

The contest has been opened to the public this year, and anyone who wishes to attend should contact the Pekin Chamber of Commerce or Louis Taylor, 228 Charlotte Street, Pekin, 346-4044.

Washington, D.C., July 11, 1975 — The Coast Guard is funding a study by two Navy scientists to determine if lighter-than-air vehicles can perform certain of its missions cheaper and/or more effectively than aircraft, ships or boats.

This five-month study by the Center for Naval Analyses (CNA) is being financed by a \$70,000 grant from the Department of Transportation. It is being conducted in concert with a \$500,000 study effort by the National Aeronautics and Space Administration and other federal agencies.

Coast Guard missions to be analyzed will include pollution surveillance, servicing of aids-to-navigation, enforcement of maritime laws and treaties — especially fisheries surveillance in existing 12-mile limits and proposed 200-mile boundaries — and search and rescue. These missions fall into three general areas with separate needs for heavy lift, long endurance surveillance, and detailed harbor surveillance. Hybrid airships (part airplane — part dirigible) and remotely piloted lighter-than-air vehicles will be examined for these missions.

Where applicable, the study will make comparisons among the blimp-like vehicles, conventional vessels and aircraft, and advanced surface craft, such as hydrofoils and air cushions, which continue to be scrutinized for possible Coast Guard applications.

Various proposals by commercial companies will be studied, among them a remotely-piloted mini blimp. A small airship handled by a one-man crew and carrying a closed-circuit television camera has been proposed by officials. Under optimum conditions the mini-airship could cruise for more than 15 hours on six gallons of fuel.

Since the Coast Guard serves as part of the Navy in war time, or when directed by the President, it performs certain missions valuable to naval operations. Primary among them is anti-submarine warfare.

The Navy logged over one-half million flight hours in non-rigid blimps during World War II on anti-submarine patrols. Some 200 of the lighter-than-air vehicles performed 87 percent of their mission calls. Despite their large size and slow speeds when compared to aircraft, only one blimp was shot down in World War II.

Dependability and speed are among the needs to be examined by the Coast Guard. An official noted that a blimp recorded 82-knot speed in 1959, and that the AKRON and MACON airships of the 1930s had a top speed of 76 knots.

The Coast Guard-proctored study will assess the applicability of lighter-than-air vehicles of various characteristics with existing and future Coast Guard missions. Among the parameters to be studied are cost, effectiveness, and energy consumption.

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On 8 August 1975, CDR Theottis Wood relieved LCDR David Zawadzki as Commanding Officer, Marine Safety Office, Huntington, WV. LCDR Zawadzki was Acting CO from 1 July 1975 to 8 August 1975. He relieved CDR Bobby Burns when he was transferred to Chief, Merchant Vessel Safety Branch in St. Louis, MO. CDR Wood came from Marine Inspection Office, Honolulu, Hawaii.

After introducing himself to the crew, CDR Wood stated that he was looking forward to an enjoyable tour of duty in Huntington. This is his first command on the rivers.

July 7, 1975 Bismarck, N.D.

At 9:00 A.M. July 7, 1975 Alvin Hinkel called Vern Bennett, VCP 2N-01-08; Requesting assistance of the Coast Guard Auxiliary, Flotilla 1 in the search for a downed Aircraft with four people aboard. The Flotilla responded with three boats and personnel. The boats were in the water by 10:00 A.M. Two of the boats were open runabouts. The third was a large barge on standby in case one of the other boats became stuck on the sand bar for which the Missouri River is noted.

Radio equipment was obtained from the Civil Defense Department in Bismarck. Patrol was started approximately 10:15 A.M. by the two open boats manned by one pilot and two observers in each boat, two auxiliarists and one volunteer. Patrolling was made for about one and half hours, one boat was on the east side of the river and the other on the west side. First sighting was made by Margaret Bennett, FSO/PUB. Downed aircraft was confirmed by all members of the two boats. Manning Boat One was Harold W. McDaniel FC of Flotilla One, Astrid E. McDaniel, FSO/ST, and one Arthur Hinkel a volunteer and brother of one of the occupants of the plane. Boat Two piloted by Vern Bennett, VCD/DIV 8, Margaret Bennett, FSO/PUB, and Sam Benjamin, a volunteer and familiar with the river.

Notification of the location was made by radio to Alvin Hinkel, SO/COM, manning a base station made up of two walkie talkies. He informed the Civil Defense by telephone, who in turn notified the FAA, and CAP and Law enforcement authorities. Guarding was made

until arrival of the Burleigh County Sheriff, Morton County Sheriff, and the State Game and Fish Department. The Patrol was asked to stand by until it was established all four occupants were still in the plane. Approximately 4:00 P.M. the patrol was released of any additional work.

The Aircraft was a Beechcraft-Bonanza, piloted by E. S. UlmII of Akron, Ohio. The occupants were all relatives of Alvin and Arthur Hinkel. Those organizations participating in the search were Ham Radio operators, CAP, Civil Defense, CB Radio organization, covering the area from Bismarck to Akron, Ohio, and Coast Guard Auxiliary, Flottilla One of Division Eight in North Dakota. The Search was begun at about noon on July 5, 1975, the Auxiliary was called on Monday morning, July 7, 1975.

Boat Three was piloted by John Anderson, FSO/PE. He transported Law enforcement officials to the site and stayed to help remove the bodies, which was done by the Burleigh County Sheriffs Department. The aircraft was removed by hoist and equipment on board Anderson's boat.

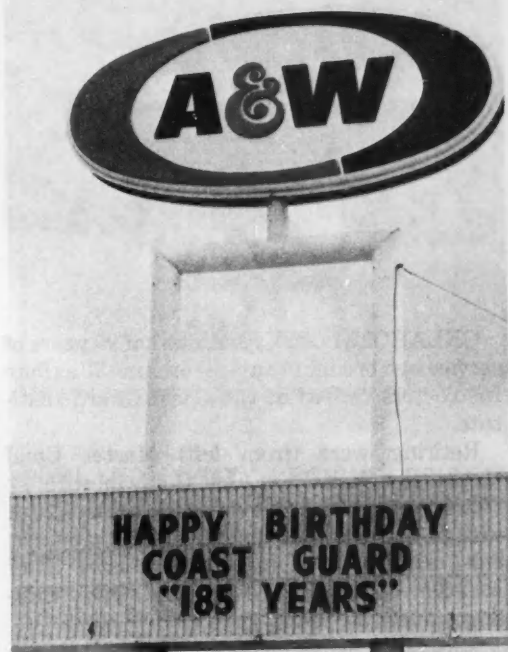
COMMANDANT NOTICE 1440 bears looking into by anyone desiring a change in rating. The following ratings are listed by the notice as being undermanned and would be the easiest to apply for. The ratings are DC, ET, ETN, MK, QM, RM, SS, ST, TT, and YN. By the same token, chances are that the ratings, being undermanned, would be the hardest to lateral out of.



On July 1, 1975, Change of Command Ceremonies took place at MARINE SAFETY OFFICE, HUNTINGTON, WEST VIRGINIA. Commander Bobby Burns was transferred to Chief, MERCHANT MARINE SAFETY IN ST. LOUIS.



As a token of their esteem for their departing CO, the crew at MSO Huntington presented him with an "Honorable Discharge" from the the "Corn Patch Navy of the Upper Ohio River Valley." and the "Corn Patch Navy Good Conduct Medal", mounted on a plaque representing the MSO Huntington zone. The medal was presented by SN Jolene Skeesick on behalf of the crew. LCDR David Zawadzki took over as Acting Commanding Officer pending the arrival of CDR Theottis Wook from Marine Safety Office, Honolulu, Hawaii.



One of several commercial establishments which honored the Coast Guard's 185th birthday in Oklahoma City.

LORSTA DANA is to be congratulated for their excellent performance according to the East Coast Loran-C operations summary for July 1975. Dana is being credited with a 100 percent month and 36 consecutive days as of 31 July due to their two min usable being caused by technical error at the monitor station. Congratulations DANA — Number One Again!

The COAST GUARD OFFICER'S WIVES CLUB OF ST. LOUIS is pleased to announce the following contributions to charities for the 1974-75 club year: Life Seekers, Olivette, Mo. — \$100.; Big Cat Country, St. Louis Zoo — \$100; St. Louis Salvation Army Tree of Lights — \$50; Soldiers, Sailors, Marine and Airmen's Club, Washington, D.C. — \$50. In addition, the Club has donated various toys and games to the St. Louis Children's Hospital.

Members of the Club are wives of Coast Guard Officers, both active duty and retired, residing in the St. Louis area. Charity is one of the Club's primary goals, and various fund-raising activities are held during the year with this objective in mind. Several local charities are chosen as recipients, as the club membership feels an obligation to contribute tangibly to community activities.



OKLAHOMA CITY . . . A total of 95 years of service was brought to a close on June 30 as four Instructors retired at the Coast Guard Institute.

Retiring were (from left) Master Chief Machinery Technician Bob Gladwin with 21 years; Senior Chief Storekeeper Charlie Quam with 20 years; Master Chief Hospital Corpsman Sid Corbeil with 31 years; and Master Chief Aviation Electronics Technical Vern Shillington with 23 years.

Master Chiefs Gladwin and Shillington will make their retirement homes in the Northwest section of the country, Master Chief Corbeil in Florida, and Senior Chief Quam, along with his family plan to remain at their present home in Alex, Oklahoma.

Washington, D.C., 11 Aug 75 — Women will be admitted to the U.S. Coast Guard Academy, New London, Connecticut with the class entering next July, it was announced today by Admiral Owen W. Siler, Commandant, U.S. Coast Guard. It will mark the first time in the 100-year history of the Academy that women will join the Corps of Cadets at New London.

Admiral Siler said his decision to admit women to the Academy was based on the many contributions he expected women to make in the peacetime missions of the Coast Guard such as marine environmental protection, law and treaty enforcement, boating safety, aids to navigation and life saving. He noted that current statutes do not bar the admission of women to the Coast Guard Academy and that action by Congress will not be required.

This decision is also in keeping with the strong commitment of the leadership of the Department of Transportation to assure equal rights for women, according to the Coast Guard Commandant.

Of the 452 women on active duty at the present time in the Coast Guard, 32 are officers and 420 are enlisted. The highest ranking women in the Coast Guard today is a captain.

Appointments to the Coast Guard Academy are tendered solely on the basis of an annual nationwide competition. There are not any Congressional appointments, as at the other service academies, nor are there any geographical quotas. Deadline for submitting applications to the Academy for the Class of 1980 is December 15, 1975.



Chief Carnahan, Admiral Bursley, and Mayor Poelker team up during a swearing in ceremony in the St. Louis Mayor's office on Coast Guard Day. Joining the Coast Guard are . . . Gregory Schmidt, Guy Gibbs, Christopher Carey, Robert Moore, and James Wildy.



HM2 Bob Murphy receives the Coast Guard Day proclamation from Kansas Governor, Robert F. Bennett. Bob didn't leave the recruiting office empty, though. . . . CWO Pierce, the Group Commander was busy at Kansas City Recruiting Office swearing in six recruits.

WASHINGTON, D.C., 14 July — Is your life worth the price of a personal flotation device? The Coast Guard has evidence that some boaters don't think so.

One of many boating accident reports received by the Coast Guard on a recent weekend quotes the operator of an unidentified pleasure craft as saying that the victim was not wearing a flotation device when he fell overboard, and that he disappeared from sight before he could be recovered.

This accident, which occurred in Delaware waters, is typical of the many which the Coast Guard responds to from coast to coast each week.

In Sandusky Bay, Ohio during the same weekend, a 14-foot pleasure boat capsized with two adults and three children aboard. One of the adults managed to swim to shore with the children but later died at a local hospital. The other adult, a 60-year old man, was not recovered despite searches by Coast Guardsmen and local police. It was reported that he was not wearing a personal flotation device.

Other accident reports compiled by the Coast Guard during the same weekend point up the need for boaters to recognize the value of flotation devices in saving lives.

Near Buffalo, New York a man fell overboard from a small pleasure craft in the harbor and could not be found by the Coast Guard units involved in the search. An Oregon fisherman tending crab pots was reported missing after his 11-foot skiff washer ashore in Siletz Bay.

Several other accident reports on this early summer weekend tell of a father and his three young children who were wade-fishing off of Grand Isle, Louisiana. Coast Guardsmen helped to locate the bodies of the father and one child; two other children were missing. No flotation devices were reported in use.

Another potential tragedy had a happier ending. Nine persons were rescued by the Coast Guard in Delaware after two pleasure craft began to break up on the jetty rocks at Brandywine Shoals.

Investigations have not been completed on the causes of these and other accidents. But officials stress the need for all users of the water-for fun or business-to be safety conscious. Know the limitations of your ability and your equipment. The Coast Guard recommends the purchase and use of personal flotation devices, PFD's. They are required by federal law to be aboard recreational boats. Violators can be fined up to \$500 if PFD's are not aboard the boats.

For under \$10 Type II and Type IV personal flotation devices can be purchased in any of several nationwide chain stores. Check to see that they are Coast Guard approved. For those people looking for more style and comfort, a Type III "marine buoyant device" or vest costs about \$26.

The Coast Guard asks, "Is your life worth the price of a flotation device?"



OKLAHOMA CITY RECRUITERS SELL COAST GUARD ON THE JOB AND OFF. SK1 Pete Case proudly sports a license plate on his car with the letters USCG while MKC Larry Jones has a plate reading USCG-1. Some states still allow drivers to order personalized license plates and in Oklahoma a plate can be ordered by paying an extra \$10. fee. Even when they are not recruiting in the office, they're still plugging the Coast Guard.



Coast Guard Cutter AZALEA during her prime.

Coast Guard Cutter Azalea Flagship of the "Catfish Navy"

As the nation celebrates its Bi-Centennial, everyone is more interested in history. Compared to the nation's age of 200 years, and the Coast Guard's 185 years, the Second District is relatively young. Parts of the district were under various Lighthouse Districts. The first records of the district as we know it were during World War II. The Commander of the District was known as the District Coast Guard Officer and served under the commander of the Ninth Naval District. The District's missions were many and varied as they are now, but the most widespread duty was aids to navigation. Some things have changed since this story was written. Some have not. Duty aboard a buoy tender is still hard, dirty, and thankless. The "Catfish Navy" still sails the western rivers with new ships and new men. This story about the Azalea and her men was written just at the close of World War II. Let's go back 30 years and walk the decks of the Azalea and meet her crew.

The sunburned sailors of the Catfish Navy swarmed along the muddy bank of the Mississippi River and fell upon the underbrush around the shore light with axes, brush hooks, and a startling amount of enthusiasm. As the tools flashed in the hot September sunlight and sweat poured from the brown skins, the enthusiasm dwindled, slowly at first, and then was completely gone. When they had laid waste a good acre of vegetation on the green finger of land that stuck into the tan colored water, the tired and hot sailors filed back aboard the Azalea's work barge with an air of disappointment.

From the Azalea's engine room came another sailor, browner and much cleaner than the crowd around the water keg. "Hey, guys," he said hopefully, "deed you find any snakes?"

They shook their heads and wiped sweat. "No snakes, Tony," they said.

Tony looked disappointed. Then he looked suspicious. "What I theenk," he said, "is that you keed me all the time about thees snakes business. I theenk you make the snakes up."

Machinist's Mate Tony Soares, equal parts Hawaiian and Portuguese and a native of Honolulu, has yet at this writing to see his first snake. In the Coast Guard six years, Tony went through the bombing of Pearl Harbor on the Coast Guard Cutter Kului. Unscathed, he later transferred to an attack cargo vessel and participated in the invasions of Peleliu Island, the Marshalls, Los Negros Islands, Aitape in New Guinea, the Marianas, and Guam. He has the odd distinction of being on overseas duty on the Mississippi. After his Pacific duty he was eligible for transfer under the Coast Guard's personnel rotation program and chose the St. Louis District at random. He is very popular on the Azalea because of his sunny disposition and because he can play a guitar and sing, his repertoire including Spanish, Hawaiian and popular songs, not to mention the usual couple of dozen G.I. parodies with unprintable lyrics. All summer the deck force has hunted snakes with the enthusiasm remarked above, but although the Mississippi riverbanks abound in cottonmouth moccasins, rattlesnakes, and other reptiles, it hasn't found one for Tony.

Like Tony, almost all the men who serve in the St. Louis District's thirteen-ship river fleet are veterans of overseas wartime duty — among the few exceptions being the Azalea's skipper, Lieutenant Julius O. Smith, and Chief Boatswain's Mate Henry Leavig, both of whom are long time river men and licensed river pilots. Unlike Tony, the other sea-duty veterans asked for transfers to the St. Louis District because that was about as close to home as they could get without actually being discharged or going over the hill (nautical parlance for going A.W.O.L.).

Also unlike Tony, they have all seen plenty of snakes, and they do not get excited when they see lightning bugs.

The Azalea, originally a U.S. Engineer towboat built in 1915, is one of four sternwheelers in the fleet of cutters which service buoys, lights, markers and other aids to navigation on the Mississippi and Ohio Rivers and their navigable tributaries. She works a 190 mile stretch of the upper Mississippi from Cairo, Illinois, at the mouth of the Ohio, to Chain of Rocks Bridge, above St. Louis. Her sister ship, the Cottonwood, is another of the sternwheelers in the Coast Guard.

"Catfish Navy", needless to say, is not the official designation of the river fleet, but under the circumstances the nickname seems peculiarly apropos. The thirteen boats range up and down the rivers — there are ten rivers which are navigable — marking the changing channels with buoys, servicing the shore daymarks

and lights, supplying and overseeing the civilian and Coast Guard lamplighters who keep the oil lamps burning day and night, and inspecting bridges. Altogether there are 8,600 aids to navigation on the 5,111 miles of navigable inland waters. Since 1942, more than 2,200 ships built at inland shipyards, including various types of cargo and escort vessels, submarines, transports, LST's, LCT's, and other types of invasion craft, have gone down the rivers to tidewater and on to the world's battle fronts. The total number of warcraft guided down the rivers by Coast Guard pilots was capable of landing over a million tons of high priority invasion cargo at one time, together with approximately 175,000 invading troops. These landing craft have played a decisive part in every invasion from North Africa to Normandy in the European theater and from Guadalcanal to Ba'ikpapan in the Pacific. Figures show that in a little over three years, inland shipyards build more than twice as many ships as were in the Navy at the start of the war.



World War II aids to navigation equipment.

In order to guarantee safe delivery of these ships for war, plus the millions of tons of grain, oil, ore, and other cargo shipped in long river tows up and down the inland waterways, the St. Louis Ninth Naval District's thirteen cutters had to chart and report every change in buoys and lights and in the twisting and treacherous river channels which are forever shifting. Each evening a report of the day's work is sent in to the District Office in St. Louis via radio-telephone, where the Hydrographic Division gets out a weekly mimeographed pamphlet, the Notice To Mariners, reporting in detail various river changes, and channel depths. Detailed instructions for navigating every mile of the rivers are thus made available to all river pilots and boat masters.

The Azalea's year round job is tending aids to navigation, but during floods she takes on unusual side jobs. For example, three different times during the floods this past spring the Azalea moved the same family out of their river bottom home, including furniture, chickens, pigs, and other livestock. "At first," says Lieutenant Smith, "my boys were jumpy and nervous about handling the livestock, especially the mules and the ring-nosed bull. But after the third time, they were calling the animals by their first names."

On another unusual occasion, the Azalea's picket boat went out across the flooded fields and hauled corn, shoveling it into the makeshift cribs on the work barge and on a smaller barge. Eventually the Azalea steamed up the river with a cargo of 90 tons of corn!

The Azalea puts in a 12 hour working day, beginning at 5:45 when the first shift of the deck force turns to, and ending at 6:00 PM when the ship ties up for the night wherever she happens to be. The work on deck is hard and hot and endless. The deck force is split into two shifts, working eight hours each, and overlapping for the middle six hours of the twelve.

Buoys are scraped and painted, 250-pound concrete anchors are attached by long lengths of steel cable, and at intervals the buoys are dropped into the river to mark the limits of the channel. Black, flat-topped buoys mark the left side of the channel going up river, and red, conical buoys the right side. The most arduous job of all is handling the sounding pole, and most tedious the sounding lead line. All day long the men take turns on the 20 foot pole, and all day long, at approximately 12-second intervals, the cry of the man on the pole reporting the river's changing depths sounds over the intercommunication system between the work barge and the pilothouse. When the water is deeper, the lead line is used and the reporting interval is about 24-seconds. When both are going at once, it is pretty confusing to a layman in the pilothouse. It is also pretty monotonous and gets on a layman's nerves, although Lieutenant Smith says it doesn't bother him. The rhythmic 12-second wail of the man on the pole and the 24-second yell of the man on the lead line, one wailing "No bottom!" and the other yelling "Mark twain!", or reasonable facsimiles, and with both coming together in a sort of jangling, unsynchronized rhythm, would be hard to untangle for the average man. But skipper Smith is not an average man where the river and river work are concerned. Now and then he pushes a button on the intercom speaker and breaks in on the chorus. "Get a black buoy ready," he'll say, and from the speaker comes the sound of the 250-pound concrete block being dragged across the steel deck of the barge. Then, singling out whatever magic word he's waiting for in the spilling flood from the intercom, Lieutenant Smith gives one short blast on the whistle and the heavy block is shoved overboard, to be followed immediately by the black buoy, splashing in the brown river. This particular trip up the river, Lieutenant Smith said, was more rugged than the average trip because the river was just receding to

its normal level after the last floods, and most of the buoys had been washed out, while practically all of the lights on the dikes—long fences of pilings extending out into the river to divert its force away from the banks and make it dig its channel deeper—needed repairing or replacing. The buoys that wash out in high water drift into a sheltered bend in the river and are salvaged by the lamplighters, or by some fisherman or farmer, and the Azalea picks them up wherever she finds them.

When a light structure on the end pilings of a dike—rivermen call the end pilings the 'guide'—needs repairing or replacing, the Azalea noses her work barge against the dike and holds it steady in the strong current while Chief Leavig, who learned the carpentry trade as a boy helping his boatwright father, and a couple of seamen climb onto the dike and rebuild the light platform and replace the light. They always build on steps and a platform, to make things easier for the lamplighter who services that particular light.

Both Skipper Smith and Chief Leavig, who relieves him in the pilothouse, are able to read the river's restless surface. They can tell where reefs are building out into the river by the way the surface water is behaving, and can tell quite often where a bar is in the process of forming by a slight, almost invisible difference texture in the muddy water. All river pilots are said to have this peculiar ability to "see—the riverbottom, no matter how muddy the water. Rivermen call it "river sense".

On bad stretches of river, the Azalea ranges back and forth and up and down the river from one bank to the other, like a coon dog trying to pick up a scent. And all through the hot, silent day comes the monotonous wailing of the men on the sounding pole and the lead line, reporting the river's quickly changing depths. Incidentally, although the endless dirge doesn't bother the skipper, the voice of one soundsman in particular gives Chief Leavig the willies. The voice breaks and fades

weakly on the end of the words, never varying a syllable, and it annoys the Chief no end. "My gosh," groans the Chief. "He sounds like it hurts him to talk."

As often as not when the day's work is done the Azalea noses into the weeds of the river bank miles from the nearest town and ties up to the nearest strong trees. Lieutenant Smith is a good skipper, a "good Joe" to his men. Whenever possible he gives them liberty, and he is no martinet or hard disciplinarian. He likes the crew and they like him, and there is mutual respect between the skipper and his men. Knowing that, he smilingly tells this story on himself:

Once in a river town, where the Azalea crew was enjoying, in a restrained fashion, a well earned liberty, a river pilot friend of the skipper's got into a conversation with a couple of seamen. Not admitting he knew Lieutenant Smith, he said: "What kind of a skipper have you got on the Azalea?"

"That blankety-blanked so-and-so!" one of the seamen said. "He'll work two hours overtime to get past a town."

"—Which is an exaggeration," Lieutenant Smith says, "But if we pass a town at four o'clock, some of the boys figure we ought to tie up there for the night and knock off early."

On those nights when the nearest town is too far to walk, the men spend the evenings in various ways. If it's a likely spot, they may fish or hunt frogs with the 22-rifles the Azalea carries as her only fire power, or dig for turtle eggs in the sandbars. Always a few do their laundry, write letters, or "sack in" and listen to one of the four radios aboard. Or just sit around and shoot the breeze. More often, they lounge around on the bow of the barge and listen to Tony Soares play the guitar and sing, usually aided and abetted by three or four musically inclined shipmates, including "Tadpole" who plays a harmonica and sings a mean tenor on barbershop ballads. Skipper Smith, who says he is a true lover of music—"even that kind of music"—is usually present in the audience.

Philosophically resigned to the rarity of good liberties (such as those possible in towns like Cairo and Chester, Illinois, and Cape Girardeau and St. Louis, Missouri), the men take their shore liberty where they find it. The second day out of Chester the Azalea tied up against the steep rock revetment of the Missouri side of the river some three miles from a small town which is highly regarded by the batchelors and wolves because of several factories there which employ a goodly number of the fair sex. In order to get to town they had to climb the eighty or ninety foot steep rock fill, walk a mile or so down the railroad track along the high limestone bluffs, and then leg it along a narrow dirt road for another two miles. But they went. In twos and threes they grunted up the steep embankment and started walking the ties.

Some of the married men walked all the way into town, had a few cold beers, and walked back. "Hell, it kills time," they explained. Tony Soares and a couple of shipmates ran into some luck and caught a ride the last two miles with a young lady in a sedan. Learning their destination and purpose, she tried to discourage them. "That town's no good for liberty," she said. "Too many girls there."

They get a big laugh out of remembering it. Tony says, laughing heartily, "Maybe she thenk we want to see a peecture show, hey?"

Most of the married men have their wives in St. Louis. Since the Azalea covers her territory every ten days to two weeks, the benedicts manage to spend only six or seven nights of each month at home. Some of them who were overseas for two years or more feel they aren't getting the best of the deal.

"Twenty seven months I was on a buoy tender in the Pacific," one seaman complained, "and so they sent me back to the states for a rest." He indicated the heavy buoys, the drums of cable, the heavy concrete anchors, and the stack of tools for cutting underbrush. "You call this a rest?" he said.

"Yeah," agreed another man, "I asked for transfer back to the St. Louis District figuring they'd give me duty at the receiving station or the depot or somewhere in St. Louis so I could go home at night. About the only difference in this and being overseas is that you get letters from home quicker."

A third combat veteran, sun-burned and dirty and tired from a hard day's work, took the broad viewpoint. "What are you yelling about?" he grunted. "Here on the river there ain't nobody shooting at you, anyhow."

Regardless of what their personal feelings may be, the men work hard and willingly, looking forward patiently to the day when they can go back to the civilian way of life. "Boy," says the lean, quiet seaman who is known to his buddies as Farmer. "I'll shore be glad to get back to milking them cows again." Most of the Azalea's men plan to return to prewar jobs. Several of the unmarried men want to go to college, and one or two of them want to go into business for themselves. Skipper Smith, of course, will stay in the service. "I can retire in only twenty-five more years," he laughs. Chief Leavig will go back to being a civilian, but he will still work on the river. "The river is all I know," he said. "I'd starve to death anywhere else." "I've lived and worked on the river all my life, and I'll probably die on the river."

Last winter he almost did just that. Except for the strict ruling that all men on the river cutters wear life jackets at all times when on deck, he says, the river would have added another name to the long list of lives it has claimed.

It happened a few days before Christmas last December, when Leavig and another Boatswain's Mate (now back in the Pacific) took the small boat and went to retrieve some buoys that had broken loose and were lodged against an obstruction in the channel some distance above where the Azalea was working. Their motorboat capsized in the drifting floe ice of the strong current and the two men had to swim a

hundred yards in the numbing water to an island. "As soon as we crawled out on the sandbar, our clothing began to freeze stiff," Leavig relates. "The Azalea was too far away to hear our yells, and it was getting dark. So we tried to start a fire, but our matches were wet and the driftwood had ice on it. We crawled across a dike connecting the island with the mainland and walked to a farmhouse about a mile across the bottoms".

Lieutenant Smith became alarmed at the continued absence of Leavig and the other man, and came upriver to look for them. All he found was the rudder of the small boat sticking out of the water.

"I figured Leavig would head for the island, so I put two searching parties ashore there and started looking for them," Lieutenant Smith recalled. The searching party tracked them through the snow and met them coming back across the field with the farmers lantern. The farmer had given them hot coffee and dry clothing, and Leavig, knowing they would be looked for, borrowed the farmer's lantern and they started back. Next day the other man was so stiff and sore he had to stay in bed, but Chief Leavig was back on deck doing his work.

Skipper Smith knows the river the way most people know their own backyard. He should; he's lived on the river all his life and comes from a river-faring family. His father, Mose Smith, was master of packet boats on the Mississippi, and Lieutenant Smith used to 'help' him during summer vacations. During World War I he got his first deck-hand job at the age of twelve, and has worked on the river ever since.

His mother was on three packets-which were sunk. Lieutenant Smith says the average life expectancy of a packet boat in the heyday of those famous freight and passenger steamboats was eight years. One reason for their short life was the terrific spirit of competition between the rival companies and the packet masters. Explosions, collisions, fires, and the ever-present snags and reefs in the rivers took their toll. Then too,

the rivers in the early days of inland shipping were left more or less to their own devices, and the pilots and masters depended on their innate river sense and their knowledge of a particular stretch of water, rather than the aids to navigation that present-day rivermen have to guide them.

On one of the occasions when his mother survived a sinking packet boat, Lieutenant Smith relates, she floated nine or ten miles down the muddy river on a bale of cotton from the packet, clutching a six-year-old son and a two-year-old daughter in her arms. The boy, Skipper Smith's older brother Tommy, grew up to become a river pilot, and lost his life several years ago on the Ohio River when his boat, "The City of Pittsburgh", was destroyed by fire. The sister, Annie, is married to a river pilot. Another brother, Murphy Smith, is master of a U.S. Engineer boat in St. Louis, and there are three nephews who are licensed pilots.

Only thirty-eight years old now, Skipper Smith is a veteran riverman. He has held a pilot's license since 1929, and a master's license since 1933. He worked for years with the U.S. Engineers, and was in the Lighthouse Service when that department was taken over by the Coast Guard in 1939, at which time he became a Coast Guard Warrant Officer, and served as captain of the Cottonwood, sister ship of the Azalea.

It was while skipper of the Cottonwood that Lieutenant Smith suffered a diplomatic defeat at the hands of "Mr. X", a farmer in the Tennessee River bottoms. Ordinarily the farmers and landowners along the rivers cooperate fully with the Coast Guard and the U.S. Engineers, but once in awhile, the Skipper says, they encounter a recalcitrant character like Mr. X.

The commanding officers of the river cutters have orders to build light structures above normal high water levels wherever they are needed. Technically, the government owns the rivers and has land rights extending some feet on the riverbanks, but there are a few

landowners who insist they have legal ownership of the riverbank right down to the waters edge. Finding it necessary to build two structures in a field along the Tennessee River, Lieutenant Smith built them. He thought no more about it, until the repurcussion reached his ears.

This Mr. X, upon whose land the structures were erected, was a very bitter man. It seems the Tennessee Valley Authority had built a dam, which resulted in the flooding of some of his bottom land. He was well paid for the land, in keeping with the TVA's policy in such matters, but he was still a very disgruntled individual. Then the Coast Guard built the structures on his property, and he got himself into a very high dudgeon indeed. Dipping his pen in gall, he vented his umbrage in a letter addressed to "The Head Apple Knocker of the Coast Guard, Washington, D.C.," stating in no uncertain terms that he hated the TVA, the New Deal, "Roosevelt and his outfit", the Coast Guard, and all Damn Yankees as a matter of principle. He said the Head Apple Knocker had better remove the "contraptions" from his land, or else.

Admiral Russell R. Waesche, who was and still is the head apple knocker of the Coast Guard, undoubtedly got a terrific bang out of the letter, and it is highly probable that he still tells the story on informal occasions. But since the trouble was of a localized nature, indigenous to the St. Louis District, the letter went through the proper channels and wound up in the hands of the late Captain Stephen Yeandle, then District Coast Guard Officer. He passed it on to Lieutenant Smith, with the suggestion that the latter try to reason with Mr. X. That failing, he was to remove the structures in the interests of civilian good will.

Lieutenant Smith reasoned with Mr. X, who confessed that he had been a trifle hasty, and said the structures could remain. Then he showed Lieutenant Smith around his property, proudly showing off his buildings and rich land. Everything was fine. They were warm friends,

and when it came time to depart the Lieutenant shook hands with the farmer in an amicable manner. It looked like a diplomatic victory for aids to navigation. But just before parting company, Mr. X happened to mention a government agency, one thing led to another in his train of thought, and he worked himself up into a pure unadulterated tizzy. The meeting was adjourned with the farmer shouting in a loud and angry voice: "I've changed my mind. Get them danged things off my land!"

So the structures were removed, heavy lighted buoys were put in the river against the banks to replace them, and peace and quiet reigned supreme in the Tennessee Valley.

Now that the real, and we hope lasting, peace has come to the whold world, many of the current crop of Catfish sailors will be going home. But the work of servicing aids to navigation on the inland waterways will go on for as many years as the rivers are navigable. There is no evidence to support a theory either that the rivers will dry up, or that people will stop using them for shipping grain, ore sulphur, oil, and the hundred other items now being transported every day and night along the narrow, twisting channels of the Ohio and Mississippi and their tributaries.

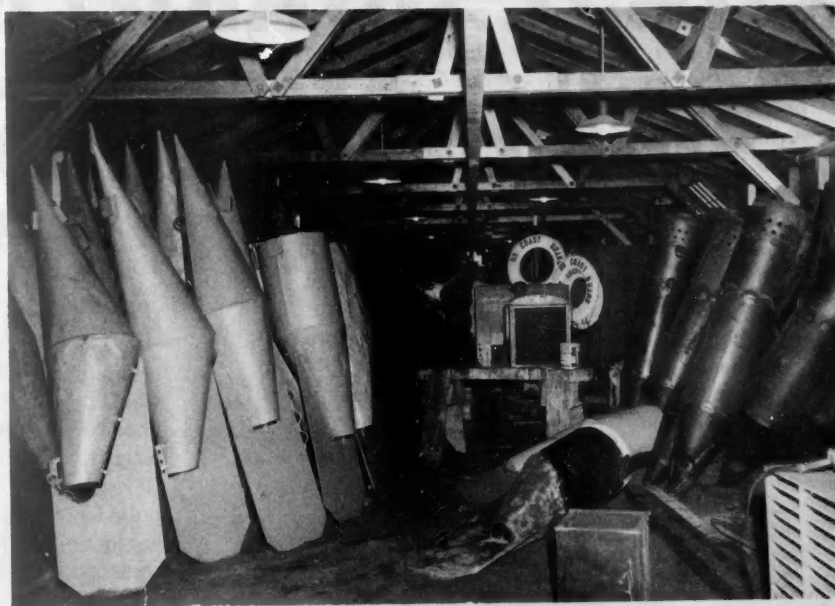
Down the Missouri bank of the Mississippi, below the great limestone bluffs looking out across the river upon Illinois, trains carrying passengers and freight thunder over the rails every hour or so. On either side of the river, huge transport trucks rumble along the highways, and overhead airplanes—the freight trains of the future, so called—roar swiftly across the sky. But the rivers, which have been highways of commerce for all the years that men have pitted their strength and wits against the wilderness of the west, will still go on, year after year. Perhaps there will never be another war to stimulate shipping on the rivers, but there will always be men, unhurried in their dealings, who will choose to trade by the slower but cheaper river traffic.

But paddlewheelers like the Azalea are vanishing with each year. Only recently the Coast Guard Cutter Willow, a sidewheeler, was decommissioned and turned over to the U.S. Engineers as a stationary boat on which to quarter men. The Azalea and her sister ship, the Cottonwood, are old and the passing of time has left its imprint upon them. They're vanishing, and the smaller Diesel-powered, screw-driven boats with smaller crews and lower operating costs are replacing them—and with their going, a part of the romance and glory of America's history is vanishing.

But one thing is certain. As long as there is a Catfish Navy, charting and marking the changes in the navigable rivers, seamen, swinging the lead line to sound for bottom, will echo the nostalgic cry of rivermen down through the years since the first barges and packets plied the muddy Mississippi and Ohio rivers.....the moving call of "Mark one, Mark Twain.".....

Stan Thoroughman, Chief of the Second District's Bridge Section, was a Chief Boatswains Mate and Executive Officer on the Azalea under Lieutenant Smith shortly before this story was written. He told us his personal recollections of life aboard the Azalea. When he was

aboard, the war was still going on, many seamen were coming and going due to combat rotation. On one occasion he and Lieutenant Smith were standing in the wardroom on the Azalea as the seamen were loading buoys aboard the barge prior to an aids to navigation run. A rather narrow plank was rigged between the ship and a concrete platform at Base St. Louis. The mooring barge which is used now had'n't been even thought of then. Lieutenant Smith felt that "by god, if a man couldn't navigate the plank, he shouldn't be a sailor". On this occasion a seaman came down to the ship with his sea-bag, wearing a peacoat, orders to the Azalea in hand. Half way across the gangplank he started swaying and finally fell into the river next to the ship. The crewmen aboard grabbed the soggy seaman and his gear and pulled him aboard. He asked where to report in and was directed to the wardroom and the C.O... Standing in a muddy pool of water on a freshly waxed tile deck in the wardroom the seaman executed a salute, introduced himself and was told to wait awhile by Lieutenant Smith. The Captain went down the ladder, onto the base, and called the District Office. Returning to the ship, the Lieutenant had just five words for the soggy seaman, "Son, you've just been transferred."





COAST GUARD/MARINE DRILL ON MISSISSIPPI

By PA1 Chuck Kern

The afternoon of August 23rd was a real scorcher in St. Louis. Arguments about whether the fault was heat or humidity were pointless. The only thing most people would agree on was that it was uncomfortable. The St. Louis Cardinals and the Chicago Bears were playing a pre-season football game in Champaign, Illinois and probably many people were sitting home in front of the tube with a cold beer thinking about cooler weather. Some others were sailing their boats in Alton Lake out of the Valley Sailing Club near Portage De Sioux.

Imagine the surprise on the face of a weekend sailor when he saw eight Coast Guard flood relief punts loaded with armed Marines in fatigues in a strange armada among the white sailed pleasure craft. Probably he might have pulled into the marina and asked what was going on from one of the Marines or Coast Guardsmen on the beach.

The story he would have heard would have been even stranger. It seems that on August 17, he was told, a fanatical group of left-wing guerillas calling themselves the Union of Electrics had boarded and seized the SS Mark Twain (flagship of the St. Charles Navy) and its entire crew. The guerillas had demanded of the St. Charleseans that a ransom payment of \$15,000,000 be paid for the release of the Mark Twain and her crew by August 30th or the crew would be killed and the ship burned. The government of St. Charles appealed to the United States to undertake the mission of locating and rescuing the Mark Twain and her crew. (The St. Charles Navy is ceremonial in nature and by law possesses no combat power.)

As the story continued, the President of the United States decided to honor the appeal from St. Charles in accordance with international Maritime agreements. He ordered on August 18th that U.S. Forces operating out of the port city of St. Louis take appropriate action to insure the safe and expeditious return of the crew and the Mark Twain to St. Charles.

Aircraft of the 131st Tactical Fighter Wing of the Missouri Air National Guard located the Mark Twain, through aerial photographic reconnaissance, on August 19 near the vicinity of Eagles Nest Island. It was believed that the crew was being held in a camp on the southern end of the island, and the enemy forces appeared approximately platoon size.

The mission then, was for a joint task force composed of Co. I, 3rd Battalion, 24th Marines, 4th Marine Division, FMF USMCR and elements of the Second District, United States Coast Guard, St. Louis to proceed to the vicinity of Eagles Nest Island, attack the pirate camp, free the Mark Twain and its crew, and capture the pirates for trial under international piracy statutes.

The afternoon's exercise was a run through of the landing to be staged under cover of darkness. The Coast Guard's mission was to embark the Marines at St. Louis and transport them to the vicinity of Eagles Nest Island, along with eight flood relief punts and motors. The Coast Guardsmen were further charged with the support of the landing of the Marines on Eagles Nest Island, and the ultimate boarding and return of the SS Mark Twain to St. Charles. The time for the attack on the hostile forces on the island was set for 2100 hours.

During the afternoon, a Navy Reserve Corpsman was kept busy tending to the wounded, (most of them suffering from laceration of the finger.) The Coast Guard 21 foot outboard boat from Base St. Louis made logistics runs carrying water and Pepsi Cola to the combatants and boat coxwains. Coast Guard Reservist Terry Adams put the experience he gained during flood relief duty in '73 to good use during the afternoon. One after another he worked on and kept running properly the temperamental outboard engines of the flood relief boats. A lighter moment during the afternoon's activities came when YN3 Lori Schrock asked for permission to be excused from an overnight stay on the island. It seems she didn't realize the island was inhabited by spiders and snakes.

The drills continued as the afternoon wore on. The Marines hit the beaches with increasing confidence each time. When the expedition forces would hit the island that night the element of surprise would be their biggest asset against the fanatical pirates.

Everything went as planned during the attack. The pirates were taken into custody, the crew of the Mark Twain were rescued and the flagship of the St. Charles Navy was returned to it's home port. Operation Tripoli II has been a success for the Marine Corps, the Coast Guard and democracy.



BOAT OWNER CHARGES BIAS, COMMANDER ELDRIDGE REPLIES

Sometimes through misunderstanding, the public may find themselves temporarily inconvenienced. This happens as certain highways need to be detoured or bridges need to be closed down for repairs. It's something we all have to live with from time to time. Recently a boat owner in Louisville Kentucky wrote a heated letter to the editor of the Courier-Journal in that city charging the Coast Guard with "bias" because a section of the Ohio River was closed for a marine regatta. Commander R. Barry Eldridge responded to his letter in the paper. We hope the response clears up any misunderstanding others may have when similar events are scheduled.

On the 9th of June the paper carried the following letter from the boat owner. "On Sunday, May 18, my family and I took my boat to a launching ramp off the Upper River Road for an afternoon of boating on the Ohio River. I, and several other people who were preparing to launch boats, was told by a member of the U.S. Coast Guard Auxiliary that due to the boat parade sponsored by the Derby Festival Committee, the Ohio River was closed from the upper end of Six Mile Island to the Portland Canal until 4 P.M.

To satisfy my curiosity, what or who gives the Derby Festival Committee authority to do this?

It is discrimination against private boat owners and a sorry state of affairs when the Derby Festival Committee has the authority to close a navigable waterway like the Ohio River to an untold number of pleasure boaters (Was the river also closed to barge traffic?) so that a privileged few houseboat and cruiser owners can exhibit their craft."

On the 18th of June this letter was published from Commander Eldridge. "I would like to respond to a letter that was in "Readers' Views" June 9 and questioned the closing of Cox's Park launching ramp during the Derby Festival Committee "Parade of Boats".

This event was sanctioned by the U.S. Coast Guard upon approval of an application for a marine event. The event was under the direct supervision of a Coast Guard officer who was designated the regatta patrol commander, and was patrolled by boats of the Coast Guard, Coast Guard Auxiliary, and Jefferson County River Patrol.

A regatta notice is normally distributed to the news media, local marinas and boat clubs one to two weeks prior to the date of the event. For this particular event, it was considered necessary to close the river to all navigation, both commercial and recreational, as the parade was to transit the entire area between Six Mile Island and the Louisville riverfront and return.

The Coast Guard Auxiliary closed the boat ramp by direction of the regatta patrol commander, who acted under authority of Title 33, CFR 100.

It is unfortunate that the letter writer was not aware of the closing of the river for this event, and should there be a future occasion when he is uncertain of the hours of closure of the river for a scheduled marine event, he is welcome to call the Coast Guard marine safety office for the latest information."

LOUISVILLE'S ADVISORY VESSEL TRAFFIC SYSTEM WRAPS UP ITS SECOND FULL SEASON OF OPERATION

Equipped with little more than FM radio, recording equipment, a status board, and the "seaman's eye", the relatively unsophisticated Louisville Vessel Traffic System (VTS) has completed its second season of operation. Spawned by the potentially catastrophic 1972 Chlorine Barge incident at McAlpine Lock & Dam, the system now swings into action when the Ohio River above McAlpine Dam rises to 13' (1' above normal stage). ADMIRAL O. W. SILER was instrumental in the establishment of this VTS soon after he completed his duties as On Scene Commander for the Chlorine Barge incident. The system was implemented under direction of CDR R. BARRY ELDRIDGE, Commanding Officer, Marine Safety Office, Louisville, Ky.

The voluntary Louisville Vessel Traffic System seeks to minimize the hazards encountered by the large tows which ply the waters of the Ohio River in the vicinity of Louisville. As the Ohio rises above normal pool stage, there is a dramatic increase in the currents at Louisville, and they routinely reach a velocity of six to seven knots. To maintain control downbound tows must utilize a power-on descent as they pass through the critical waters just above McAlpine Dam. Here, their passage is complicated by a narrow bending channel, outdraft currents which set toward the spillway, three pillared bridges, a busy train drawbridge, and the possibility of upbound traffic. The Louisville VTS seeks to eliminate the last two potential hazards. Communications with both the drawbridge and the tows insure that vessels do not proceed past the "point of no return" without a commitment from the bridge to open. Vessel advisories also preclude dangerous meeting situations in this critical segment of the river.

Peak activity for the Vessel Traffic System coincides with the Ohio River's flood season which generally spans the period from December through May. Since its inception in the spring of 1973, the Louisville VTS has been placed in action 24 times for a total of 174 operating days. During that time approximately 3,500 vessels have passed through the

system. During periods of operation the Vessel Traffic Center is continuously manned by an Officer and a Petty Officer. VTS watchstanders are provided by the already busy Louisville MSO with augmentation from the Louisville Coast Guard Reserve Unit (ORTUPS 02-82130).

NATIONAL RESPONSE CENTER

by Jerry Childress

WASHINGTON, D.C., June 9, 1975 — Whether it's a 12 million gallon oil spill in the Strait of Magellan or a chemical leaking into a small midwestern stream, the National Response Center (NRC) located at Department of Transportation headquarters in Washington, D.C., is the place to call to get something done about it.

As pollution problems continue to grow, the NRC plays an increasingly important role daily. Operated by the Coast Guard, it is staffed by five Coast Guard officers on a 24 hour per day basis.

The NRC's main function is to act as a communications link for the National Response Team on emergency pollution matters requiring involvement at the national level. The National Response Team is comprised of representatives from ten Cabinet level U. S. agencies.

The Coast Guard was tasked with developing and operating the NRC because of its extensive background in handling pollution matters and in order to take advantage of an already existing response center and communications network established for its own needs.

Since the NRC commenced operations on August 5, 1974, its staff has monitored over 400 major pollution incidents and transportation accidents involving hazardous materials.

The NRC also has immediately available the Hazard Assessment Computer System (HACS) and other components of the Chemical Hazards Response Information System (CHRIS) which was developed by the Coast Guard to quickly provide emergency information on the properties and hazards of a large number of chemicals.

Although the NRC was organized to handle pollution incidents within the continental United States, its national capability and experience are gaining it an international reputation.

Earlier this spring, the NRC was involved in four major pollution incidents at one time, spread throughout the world from Singapore to the Mississippi River, to Pennsylvania and the Caribbean.

The NRC's primary tools are the telephone and an extensive tele-type communications network. Its toll free telephone number (800-424-8802) forms the basis of a nationwide pollution reporting network.

If regulations on federal notification of pollution incidents proposed by the Coast Guard are adopted, most of the pollution incidents occurring in the United States will be reported to the NRC via that number.

A typical reporting scenario might involve a private citizen or manager of an industrial concern sighting a pollution incident and reporting it to the NRC on the "800" number.

The NRC would then quickly notify the local federal agency responsible for pollution control. In cases requiring resources beyond what is available locally, the NRC would coordinate requests for further assistance or information.

In the meantime, the NRC duty officers continue to maintain a constant, 24 per day vigil guarding one of our environments' most important ecological resources — its waterway system — against pollution.



Mayor Patience Latting signed a Coast Guard Day Proclamation in her office as Commander Roughgarden looks on.



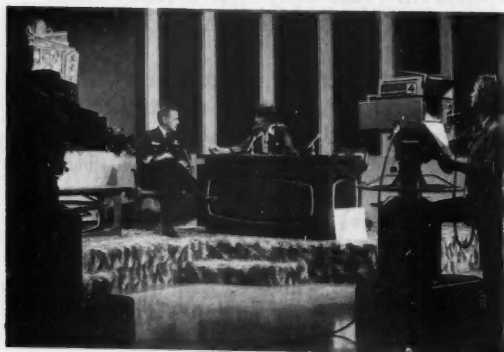
The kids engaged in a "penny in a haystack" contest.

CG DAY IN OKLAHOMA CITY

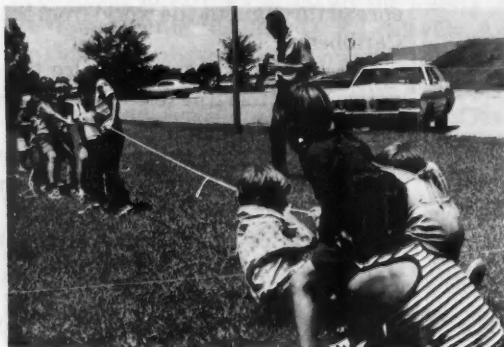
PAC Jim Whalen submitted these pictures of the Coast Guard Day Observance in Oklahoma City, home of the Coast Guard Institute.



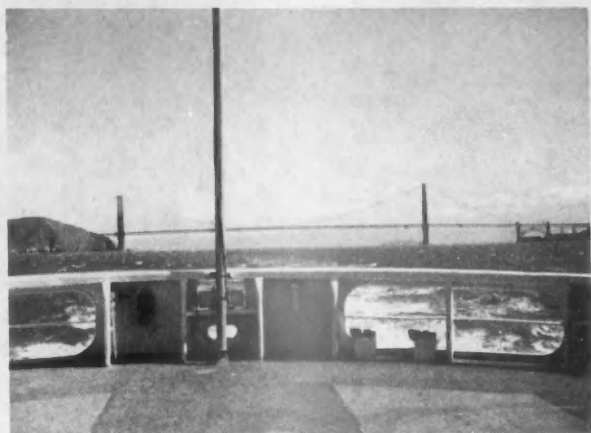
The men thoroughly enjoyed a tug of war.



Institute CO Commander Kenneth M. Roughgarden appeared on a local TV talk show, "Danny's Day" on August 4th. He spoke on Boating Safety and the Institute.



The youngsters tried their hands at a tug of war.



It's too late to turn back now. Rush leaves San Francisco on Alaskan Patrol in the Spring of 73.



RUSH in Seward, Alaska.

THE PHOTOGRAPHERS PAGE

The Photographers Page this month was submitted by YN3 Francis Gaylor stationed at the Coast Guard Institute in Oklahoma City. The photos were taken while he was stationed aboard the CGC RUSH on Alaskan Patrol.



An old miner's shack in Seward hills, Alaska.



Sunset and seagull in the Bering Sea.



